



Seaford Town Council

To Members of the Planning & Highways Committee

A meeting of the **Planning & Highways Committee** will be held at the **Council Chamber, 37 Church Street, Seaford**, on **Thursday, 19 September 2013**, at **7.00 pm**, which you are summoned to attend.

S Shippen
Town Clerk
13 September 2013

1. Apologies for Absence and Declaration of Substitute Members

2. Minutes

To approve the minutes of the meeting held on 29 August 2013.

3. Disclosure of Interests

To deal with any disclosure by Members of any discloseable pecuniary interests and interests other than pecuniary interests, as defined under the Seaford Town Council Code of Conduct and the Localism Act 2011, in relation to matters on the agenda.

4. Public Participation

In accordance with Standing Order 1 and Seaford Town Council Policy members of the public will be entitled to speak on general issues concerning this Committee on non-planning application matters at this point. People wishing to speak on planning applications may do so immediately before each planning application.

5. Planning Applications

To consider planning applications in respect of Seaford.

Planning Applications week ending 16 August 2013 – omitted from previous agenda

Seaford
LW/13/0534

4 Southdown Road
Planning Application - Conversion of garage to form habitable space, including creation of pitched roof with dormer windows for Mr G Elliot

Seaford
LW/13/0537

21 College Road
Planning Application - Erection of a single storey rear extension (resubmission of LW/13/0316) for Ms K Critchett

Planning Applications week ending 30 August 2013

Seaford **11 Stirling Avenue**
LW/13/0566 Planning Application - Erection of a single storey side and rear extension for Mr P Willcox

Planning Applications within the South Downs National Park Authority

Seaford **2 New Cottages, The Street, Bishopstone Village**
SDNP/13/0395 Erection of single storey rear extension, front porch and first floor bathroom for Mr & Mrs P Stone
3/HOUS

Planning Applications week ending 6 September 2013

Seaford **9 Rookery Way Bishopstone**
LW/13/0568 Planning Application - Erection of porch to front elevation for Mrs J Taylor

Seaford **58 High Street**
LW/13/0579 Planning Application - Conversion of house to two flats, including alterations to rear elevation and extension of roof terrace for Mr and Mrs Sheperd, Messrs Philips, Spani & Bell

Seaford **12 Lullington Close**
LW/13/0583 Planning Application - Erection of single storey side extension with a pitched roof and two storey rear extension (demolition of detached garage) for Mr & Mrs D Egan

Tree Works Applications outside South Downs National Park

Seaford **5 St Marys Close**
TW/13/0059/
TPO Sycamore (G1 of the Order, T1 of the application) - Remove to ground level and replace with suitable native tree species; Holm Oak (G1 of the Order, T2 of the application) - Remove to ground level and replace with suitable native tree species; Wych Elm (G1 of the Order, T3 of the application) - Remove stem on east side, remove epicormic growth and dead wood; Sycamore (G1 of the Order, T4 of the application) - Remove to ground level and replace with suitable native tree species; 4 x Sycamore (G1 of the Order, A, B, C, D of the application) - 25% volume reduction of the group as a whole, remove epicormic growth and dead wood; Sycamore (G1 of the Order, E of the application) - 25% reduction, remove epicormic growth and dead wood.

6. East Sussex County Council Rail Strategy

To consider report 82/13 regarding the Rail Strategy. (pages 5 to 21)

Circulation:

Committee:

Councillor L Wallraven (Chairman)

Councillor R Allen (Vice Chairman)

Councillors; M Brown, A Campbell, S Dunn, T Goodman, A Latham, S McStravick, R Scarfe, A White and I White (Ex-officio).

For information: Councillors S Adeniji, B Burfield, P Franklin, S Gauntlett, B Groves, A Hayder, P Heseltine, R Needham and B Warren.

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Seaford Town Council

Report 82/13

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|---------------------------|--|
| Agenda Item No: | 6 |
| Committee: | Planning & Highways Committee |
| Date: | 19 September 2013 |
| Title: | East Sussex County Council Rail Strategy |
| By: | Louise Stephens, Support Services Manager |
| Wards Affected: | All Seaford Wards |
| Purpose of Report: | To advise of consultation on the draft Rail Strategy for rail investment in East Sussex |

Recommendations

You are recommended:

- 1. To consider a response on priorities for rail investment in East Sussex**
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1. Information

- 1.1** Seaford Town Council has been asked to consider comment on The draft Rail Strategy from East Sussex Town Council (attached at Appendix A). This identifies a range of rail improvements in and affecting East Sussex. East Sussex County Council are consulting on the strategy and the improvements, to help them identify priorities for rail, thus informing the emerging Rail Action Plan, this will help them to effectively influence future rail investment decisions in East Sussex.
- 1.2** East Sussex County Council works with the rail industry to address issues and identify opportunities for improvement and has a significant interest in how rail can connect people to and from East Sussex for work, education, business as well as for shopping and leisure purposes and in turn bring economic growth to the county. There has been an increase in rail travel from 5.4% to 7.1% in 2011 and has been reflected in trends with stations such as Seaford. East Sussex are reasonably well connected to destinations along the coast and to London. However there are opportunities to improve capacity on the rail network serving the County and the frequency of services which will contribute to improving on economic growth in the county. Item 5 in Appendix A (attached) details the importance of the rail network within the County; Item 5.11 identifies projected growth figures.
- 1.3** Wider improvements include increased cycle parking at all stations, improved bus/rail interchange at key stations including Lewes, promotion of usage of lines such as Seaford and improvement of car parking.

- 1.4 Members are invited to participate in East Sussex County Councils' consultation by submitting their views and considerations on items such as those mentioned in 1.3 above and those in Item 6 in the attached Appendix A
- 1.5 A link to the consultation is also available on the East Sussex County Council website at the following address. The consultation runs until the 4th October 2013
<https://consultation.eastsussex.gov.uk/economy-transport-environment/rail-strategy>

2. Financial Appraisal


There are no financial implications as a result of this report.

3. Contact Officer

The Contact Officer for this report is Louise Stephens, Support Services Manager.

Support Services Manager

Town Clerk



Shaping Rail in East Sussex

July 2013

1. INTRODUCTION

- 1.1 Historically, East Sussex had a well connected rail network, linking most towns in the County. However, a number of these railway lines were removed in the 1960's, mainly because of the competing bus services which ran parallel to the railway, improvements to roads and the increased popularity of the car.
- 1.2 Nowadays, East Sussex has a restricted rail network, although it is reasonably well connected to destinations along the coast and to London. However, the lack of overall capacity on the rail network serving the county, the frequency of services and journey times, especially to London, inhibits economic growth in the county.
- 1.3 This Rail Strategy sets out our future vision for rail in East Sussex in terms of the infrastructure and service improvements to address these key issues – capacity, service frequency and journey times - and help deliver the county's key objective of delivering economic growth. It builds on the approach set out in our Local Transport Plan 2011 – 2026 and Economic Development Strategy for Strategic Rail Improvements as well as wider rail improvements which are discussed in more detail later in the Strategy.

2. EAST SUSSEX RAIL NETWORK

- 2.1 There are essentially three main rail routes in East Sussex, as shown on Figure 1, which are:

1. East Coastway Line (Brighton-Ashford) and mainline to London

The main coastal urban areas are linked east-west by the East Coastway rail link between Brighton and Ashford. Within East Sussex, Lewes is the most westerly station and Rye the most easterly.

The East Coastway links with the Brighton Main Line between Lewes and Haywards Heath providing key links to Gatwick Airport, East Croydon, Clapham Junction and the London termini at Victoria and London Bridge.

The Seaford branch line which serves Seaford and Newhaven links onto the East Coastway route at Lewes which has limited direct services to London.

The route provides links to HS1 and services to the continent and forms part of the Trans European (Transport) Network (TEN-T). The route is not electrified between Ore and Ashford. Those living to the west of the East Coastway utilise the Brighton Main Line to get to London, and those further to the east tend to travel on the HS1 service from Ashford.

2. Hastings-London Line (via Tonbridge)

The Hastings railway line to London via Tunbridge Wells links both urban and rural locations along the route, connecting directly to the city of London and the termini's of Charing Cross, Waterloo and London Bridge as well as in the peak, Cannon Street. Frant is the most northerly East Sussex station.

The line is electrified but has a limited power supply. There are regular 12 car services on the Hastings line. However the line is at its effective capacity and it is challenging to add more 12 car trains without significant investment in the power supply.

3. Uckfield-London

The Uckfield line provides a direct rail service for urban and rural commuters from the centre of the County to London Bridge via East Croydon, and is a popular commuter route; Eridge is the most northerly East Sussex station. The route is not electrified between Uckfield and Hurst Green and runs one train per hour off peak with additional services in morning and evening peak.

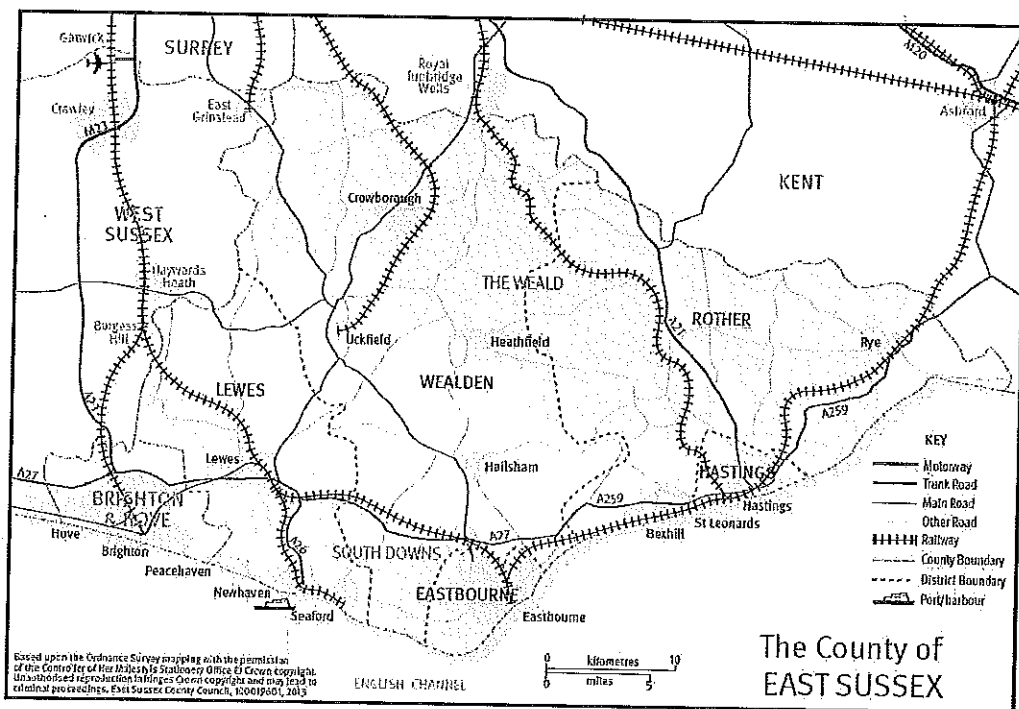


Figure 1: Map of East Sussex and rail routes in the county

2.2 The rail network itself is relatively poor, with little obvious significant investment having taken place for many years. Journey times on the East Sussex rail network are notoriously slow, and there is often overcrowding arising from insufficient rolling stock. There are limited freight movements by rail in East Sussex, but by upgrading the rail network, further opportunities could be achieved. However, this report will only be looking at improvements to passenger rail services.

- 2.3 There have been some positive changes to the rail network, which are highlighted later on in this document, but there are many opportunities for investment which will further improve connectivity, and encourage more people to travel by rail. This report identifies the key rail infrastructure improvements required in East Sussex to improve the rail passenger experience.

3. RAIL RESPONSIBILITIES

- 3.1 There are a range of different organisations and groups which have differing responsibilities within the rail industry.
- 3.2 Some of these responsibilities are statutory and others are more because the organisation or group has a keen interest in preserving and improving the rail network for the benefit of passengers (Councils and local groups).
- 3.3 The main groups have been identified below, and are accompanied by a brief synopsis of what their role entails:

Department for Transport (DfT) (Rail)

- 3.3.1 The DfT is responsible for the overall strategic and financial responsibility for the railways. It procures rail services (rail franchising) and projects and produces the High Level Output Specification (HLOS) which specifies what the Government wants from the railway - capacity, performance, and safety - accompanied by Statement of Funds Available (SoFA) and a long term strategy.

Office of Rail Regulation (ORR)

- 3.3.2 The independent safety and economic regulator for Britain's railways. The ORR regulates how Network Rail manages and operates the rail network, and rewards Network Rail for doing a good job, or enforces compliance if it fails to fulfil its obligations.

Network Rail

- 3.3.3 Network Rail owns and operates Britain's rail network. It runs, maintains and develops Britain's rail tracks, signalling, bridges, tunnels, level crossings and viaducts.

Train Operating Companies (TOC)

- 3.3.4 The TOCs operates passenger trains on the rail network, and leases and manages stations from Network Rail, applies for franchises to run specific routes from the Department for Transport, and undertakes track and station access agreements which require ORR approval.

Passenger Focus

- 3.3.5 Passenger Focus undertakes research throughout the year, seeking the views of passengers across the country. It seeks to influence decisions on behalf of passengers and work with the industry, passenger groups and national and local government to secure journey improvements.

South East Local Enterprise Partnership and South East Local Transport Board

- 3.3.6 The South East Local Enterprise Partnership (SELEP), which covers East Sussex, Essex, Kent, Medway, Southend and Thurrock, brings together key leaders from business, local government, further and higher education, exploring opportunities for enterprise whilst addressing barriers to growth.
- 3.3.7 The South East Local Transport Board (SELTB), which covers the same geographical area, will be responsible for how funding is prioritised and allocated to transport schemes via the South East Local Transport Body. Both the LEP and LTB have taken a keen interest in rail issues since their formation and have responded from a business/local authority perspective on a range of Government consultations on how improvements to rail could address barriers to growth in their area.

East Sussex County Council

- 3.3.8 Although the County Council has no statutory responsibility for rail and has limited ability to influence outcomes, it has significant interest in how it connects people to and from East Sussex and how rail can support economic growth in the county.
- 3.3.9 The County Council works with the rail industry and groups to address issues, and to identify and assess opportunities for improvement. It also contributes and responds to rail consultations and reports regarding rail infrastructure and services affecting the County.

District and Borough Councils

- 3.3.10 The District and Borough Councils have a keen interest in rail, but have limited ability to influence outcomes. They feed into and respond to key areas of work and rail consultations regarding services and infrastructure improvements affecting the district/borough.

Community Rail Partnership

- 3.3.11 Community Rail Partnerships work to reconnect the community with the railway. They draw together local authorities, railway companies, Network Rail, Passenger Focus and local communities to improve the facilities and usage of local railways.
- 3.3.12 In East Sussex, there are three community rail partnership line groups - the Uckfield line; Seaford to Brighton and Marshlink (Hastings to Ashford).

Commuter groups

- 3.3.13 Commuter groups work independently and with others to lobby for rail improvements which improve rail services in or affecting a particular area or part of the network. East Sussex benefits from having a passionate and knowledgeable populace, reflected in the range of groups lobbying for and seeking rail improvements to the rail network.

4. RAIL INDUSTRY PROCESSES AND TIMESCALES

- 4.1 There are some key rail industry processes and timescales which can provide suitable opportunities to lobby for rail service and infrastructure improvements which are outlined below:

High Level Output Specification (HLOS)

- 4.1.1 In 2012 Government published the HLOS which details what it wants the rail industry to deliver in Control Period 5, 2014-2019. Government gives the Office of Rail Regulation (ORR) the HLOS and a statement of funds available (SoFA) to clarify what they want the railway to deliver for the public funds they are prepared to make available. The ORR determines the outputs that Network Rail must deliver to achieve the HLOS, the cost of delivering them, and the implications for the charges payable by train operators to Network Rail for using the railway network.

Long Term Planning Process (LTPP)¹

- 4.1.2 The LTPP supersedes Route Utilisation Strategies. It aims to develop the network to meet future demand through market studies, cross-boundary analysis and route studies, and looks at how this can support economic growth.

Strategic Business Plan (SBP)²

- 4.1.3 SBPs are Network Rail's formal response to Government on the HLOS and SoFA. They set out Network Rail's strategy and detail the schemes they think should be taken forward in that control period.

Control Period (CP)³

- 4.1.4 CPs are the 5-year period over which Network Rail decides priorities for rail investment based on the targets, income and costs set by the ORR. CPs start on 1 April and end on 31 March. We are currently in CP4 (2009-2014).

¹ <http://www.networkrail.co.uk/long-term-planning-process/>

² <http://www.networkrail.co.uk/publications/strategic-business-plan-for-cp5/>

³ <http://www.networkrail.co.uk/publications/delivery-plans/control-period-5/>

Franchises

- 4.1.5 The Department for Transport is responsible for the design and procurement of new and replacement rail franchise services on the national rail network. The new franchising programme will deliver no more than 3 to 4 competitions per year, which means some franchises have been extended to accommodate this.
- 4.1.6 There are currently two train operating companies (TOCs) in East Sussex:
1. Southern
 - Operates the South Central Franchise on the East Coastway (Brighton to Ashford) including the Seaford branch line; East Coastway to Victoria (via the Brighton Mainline) and Uckfield line.
 - The Southern franchise has been extended from September 2013 to July 2015. Thereafter it will be integrated into the new Thameslink, Southern and Great Northern franchise.
 2. Southeastern
 - Operates the Integrated Kent Franchise on the Hastings line to London via Tonbridge.
 - The Southeastern franchise has been extended by 50 months, and will finish in June 2018 as opposed to April 2014.

5. RAIL'S ROLE IN SUPPORTING ECONOMIC GROWTH IN EAST SUSSEX

- 5.1. Rail plays an important role in East Sussex in getting people to work and education, for business as well as for shopping and leisure purposes. East Sussex has seen an increase in rail travel to work between 2001 and 2011, rising from 5.4% of the East Sussex population in employment (aged 16-74) in 2001 to 7.1% in 2011. Lewes has the highest level of commuters at 8.1% (source: ESIF, Census data). This increase in rail use is reflected in trends in ticket sales with some stations, such as Uckfield, Seaford, Hastings and Bexhill experiencing notable growth in ticket sales in recent years.
- 5.2. The improvement of the rail network and services serving the county is a key element to improving connectivity of the county and delivering our key priority of supporting economic growth, as reflected in the East Sussex Local Transport Plan & Economic Development Strategy and employment space and housing development within the Borough and District Local Plans.

Local Transport Plan (LTP) 2011 – 2026 (2011)

- 5.3. The East Sussex Local Transport Plan sets out the overall approach for planning and providing transport infrastructure and services needed to deliver sustainable economic growth and support additional housing in the county over the period 2011 to 2026. The LTP identifies

two main priorities for the county, one of which is to improve economic competitiveness and growth.

- 5.4. The LTP highlights that, whilst the County Council does not have a statutory duty for rail, it has a significant interest in how it connects people to and from East Sussex and how rail can support economic growth in the county.
- 5.5. The LTP identifies that making passenger rail a more attractive option, by improving the connectivity of the county along and to the coast as well as to destinations such as London, will bring benefits to the local economy by:
- opening up opportunities for new business to locate in the area as well as existing businesses to grow;
 - improving connections to key centres of business in the south east, London and Europe; and
 - widening employment opportunities by reducing journey times and attract a more skilled labour, whether living in and commuting out, or commuting into the county.
- 5.6. The LTP identifies a package of interventions, both infrastructure and service improvements that would need to be delivered by or in partnership with the rail industry, that would deliver these benefits and support economic growth in the county. These are highlighted in more detail in section 6 of the document.

Economic Development Strategy (2012)

- 5.7. The Economic Development Strategy (EDS) sets out the issues and opportunities for East Sussex for the next 10 years (at least) and puts forward a strategy for economic growth.
- 5.8. Strategic Priority 3 of the Strategy (EDS) highlights that improved connectivity - rail, road and broadband - is critical for East Sussex to take advantage of its privileged location. The Strategy also identifies, in common with the LTP, that improvements to rail services and infrastructure is required to improve both passenger experience and freight opportunities and that partnership working with the rail industry would help to achieve this.

Future Employment and Housing Development – Borough and District Local Plans

- 5.9. Local Plans prepared by the district and borough councils in East Sussex identify the employment and housing allocation for their respective areas over the next 20 years.
- 5.10. One of the impacts the construction of additional employment space and housing will have on East Sussex is to increase rail demand for commuters, either travelling in, within or out of the county, as well as demand to travel for education and social purposes. With many of the existing services suffering from overcrowding, further investment is needed in East Sussex's rail infrastructure to accommodate this expected future demand, supporting the creation of jobs and delivery of housing as well as enabling people to access education and training and travel by rail for leisure journeys.

- 5.11. The following table identifies projected growth figures for the districts and boroughs in East Sussex as of May 2013:

| Authority Local Plan | Status of Plan | Housing Allocation | | Employment Allocation |
|----------------------|---------------------------|------------------------------|-----------|-----------------------|
| | | Total over Plan Period | Per Annum | |
| Wealden | Adopted | 9,440 (2006 -2027) | 450 | 128,695 sqm |
| Eastbourne | Adopted | 5,022 (2006 -2027) | 222 | 55,430 sqm |
| Lewes | Proposed Submission Draft | 4,500 (2010 -2030) | 225 | 74,000 sqm |
| Hastings | Examination | 3,400 (2011 -2028) | 200 | 70,000 sqm |
| Rother | Examination | 3700 - 4100 (2011 - 2028) | 218 - 241 | 100,000 sqm |

Business Perspective

- 5.12. Businesses were asked by the Local Enterprise Partnership (LEP) in late 2012 to identify the strategic transport priorities for the road and rail network. From a rail perspective, the businesses who responded identified the need for improving overall transport links between the South coast and London and increasing rail capacity as important to supporting their growth. In particular, businesses identified improving rail capacity between Hastings and Ashford as well as the reinstatement of the Lewes to Uckfield line as particularly important.

6. RAIL IMPROVEMENTS TO SUPPORT ECONOMIC GROWTH

- 6.1 The following sets out the rail improvements, both infrastructure and services, that we believe are required to support the economic growth in the county
- 6.2 These have been identified through the priorities identified in the Local Transport Plan and liaison with local rail interest and commuter groups.

| East Coastway (Brighton to Ashford) including Seaford branch line | |
|--|--|
| Infrastructure Improvements | Electrification of the line between Ore and Ashford. |
| | Dual tracking of the line between Ore and Appledore. |
| | Reinstatement of the Willingdon Chord, or alternative (e.g. new station in the locality north of Hampden Park) - not affecting the additional service level to Eastbourne. |
| | New station at Glyne Gap |
| | New station in the Stone Cross / Polegate locality. |
| | Extend High Speed 1 service from Ashford International Station to Eastbourne. |
| | <p>Newhaven</p> <ul style="list-style-type: none"> • improvements to interchange between rail and bus, cycle and taxi at Newhaven Town station • improved interchange between train and ferry services at Newhaven • investigation of the best way of providing improved passenger facilities at Newhaven |
| Service Improvements | <p>Additional train per hour (at least) comprising:</p> <ul style="list-style-type: none"> • A fast hourly service stopping at main stations. • An hourly service calling at all stations. |
| | Although preference is to retain the direct Brighton - Ashford service, consideration should be given to splitting / joining service at either Hastings or Eastbourne to address capacity issues in the short term. |
| | Extend the Lewes-Brighton shuttle to Eastbourne. |
| | Provision of additional carriages to relieve overcrowding. |
| | Trains should run an hour later on the Marshlink line in both directions. |
| | Maintain existing services to smaller stations. |
| | Introduction Saturday / Sunday services at rural stations where a need has been identified. |

| East Coastway to Victoria | |
|-----------------------------|--|
| Infrastructure Improvements | Signalling improvements to enable faster line speeds, reducing journey times. |
| Service Improvements | Run Thameslink trains to Eastbourne as originally planned. |
| | End the splitting/joining of trains at Haywards Heath - reducing journey times for passengers, whilst retaining existing service levels. |
| | Reduce journey times on the East Coastway services to London. |
| | Continue to stop longer distance trains - from London (Victoria) that serve the Sussex coast (including Bexhill) at Gatwick Airport, Croydon and Clapham Junction. |
| | Maintain direct services to London (Victoria) from stations east of Eastbourne, e.g. Bexhill. |

| Brighton Main Line | |
|-----------------------------|---|
| Infrastructure Improvements | Improvements at East Croydon and Windmill Hill to address capacity constraints. |
| | Implement any other identified infrastructure improvements from BML study currently being undertaken by Network Rail. |
| Service Improvements | Service access to Gatwick airport should be improved including services to coastal destinations. |
| | Reconsider how the train paths are allocated to the greatest benefit to passengers. |

| Uckfield Line | |
|-----------------------------|---|
| Infrastructure Improvements | Dual tracking between Uckfield and Hurst Green. |
| | Electrification between Uckfield and Hurst Green. |
| | Increase overall rail capacity in the county by reinstating Lewes-Uckfield railway line or as part of providing a new route (BML2) between Brighton and London via Uckfield |
| | Reinstate Eridge – Tunbridge Wells railway line to enable Uckfield service to run to Tunbridge Wells |
| Service Improvements | Improve early morning commuter services into London to address overcrowding. |
| | Increase the number of late trains from London to Uckfield. |
| | Introduce earlier trains on a Sunday morning. |
| | Provision of additional carriages on the line to address overcrowding issues. |

| Uckfield Line | |
|--------------------------------------|--|
| Service Improvements | Additional train services per hour - would be feasible upon dual tracking of the line and addressing capacity constraints north of the line at East Croydon. |
| Hastings line (via Tonbridge) | |
| Infrastructure Improvements | Upgrade the power supply south of Tunbridge Wells to enable a regular 12-car service to run to Hastings. |
| Service Improvements | Continue to retain direct Cannon Street service - DfT has confirmed this will be retained for the foreseeable future. |
| Wider improvements | |
| Access to Stations | Work with Network Rail and the TOC's to improve car parking and address local issues on residential roads near stations |
| | Increase cycle parking at all stations |
| | Improve bus/rail interchange at key stations in the county - Bexhill, Hastings, Eastbourne, Lewes, Polegate, Rye, Uckfield, Crowborough |
| | Improve bus links from Hailsham to Polegate rail station to support housing and employment development |
| Community Rail Partnerships | Continue to work with Sussex CRP and existing line groups to promote rail usage on these lines (Uckfield, Seaford - Brighton, Marshlink) |
| | Investigate other opportunities for further line groups in the county. |

7. RECOMMENDATIONS AND NEXT STEPS

- 7.1 It is clear from the evidence that there is a need for significant investment in East Sussex rail services and infrastructure to support economic growth in the county.
- 7.2 There are a number of steps that can be taken to help facilitate these improvements and these include identifying and prioritising schemes for rail investment in East Sussex. This will ensure appropriate emphasis is placed on each particular improvement, especially when funding is limited and decisions on where investment is allocated need to be made.
- 7.3 These issues will be discussed at the stakeholder event being organised by the County Council in September 2013. This will involve representatives from the rail industry, local councils, business and commuter groups.

- 7.4 The outcomes of the stakeholder event and any emerging evidence to support endeavours to promote and lobby for rail improvements in East Sussex, will be used to inform the County Council's response to the next stage of Network Rail's Long Term Planning Process (Route Studies) which is anticipated to commence around November 2013.
- 7.5 This will also help to focus the approach of the County Council and its partners to shaping rail in East Sussex and how it can support economic growth in the county. This includes which projects should be prioritised for study work when funding becomes available, and where our energies should be applied in lobbying the rail industry for improvements to services and infrastructure in the county, i.e. through a Rail Action Plan.

RAIL IMPROVEMENTS TO SUPPORT ECONOMIC GROWTH

The following sets out the rail improvements, both infrastructure and services, that we believe are required to support the economic growth in the county

These have been identified through the priorities identified in the Local Transport Plan and liaison with local rail interest and commuter groups.

| East Coastway (Brighton to Ashford) including Seaford branch line | |
|---|---|
| Infrastructure Improvements | Electrification of the line between Ore and Ashford. |
| | Dual tracking of the line between Ore and Appledore. |
| | Reinstatement of the Willingdon Chord, or alternative (e.g. new station in the locality north of Hampden Park) - not affecting the additional service level to Eastbourne. |
| | New station at Glyne Gap |
| | New station in the Stone Cross / Polegate locality. |
| | Extend High Speed 1 service from Ashford International Station to Eastbourne. |
| | Newhaven <ul style="list-style-type: none"> • improvements to interchange between rail and bus, cycle and taxi at Newhaven Town station • improved interchange between train and ferry services at Newhaven • investigation of the best way of providing improved passenger facilities at Newhaven |
| Service Improvements | Additional train per hour (at least) comprising: <ul style="list-style-type: none"> • A fast hourly service stopping at main stations. • An hourly service calling at all stations. |
| | Although preference is to retain the direct Brighton - Ashford service, consideration should be given to splitting / joining service at either Hastings or Eastbourne to address capacity issues in the short term. |
| | Extend the Lewes-Brighton shuttle to Eastbourne. |
| | Provision of additional carriages to relieve overcrowding. |
| | Trains should run an hour later on the Marshlink line in both directions. |
| | Maintain existing services to smaller stations. |
| | Introduction Saturday / Sunday services at rural stations where a need has been identified. |

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| | Reinstate Eridge – Tunbridge Wells railway line to enable Uckfield service to run to Tunbridge Wells |
| Service Improvements | Improve early morning commuter services into London to address overcrowding. |
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|--------------------------------------|---|
| Infrastructure Improvements | Upgrade the power supply south of Tunbridge Wells to enable a regular 12-car service to run to Hastings. |
| Service Improvements | Continue to retain direct Cannon Street service - DfT has confirmed this will be retained for the foreseeable future. |

| Wider improvements | |
|------------------------------------|--|
| Access to Stations | Work with Network Rail and the TOC's to improve car parking and address local issues on residential roads near stations |
| | Increase cycle parking at all stations |
| | Improve bus/rail interchange at key stations in the county - Bexhill, Hastings, Eastbourne, Lewes, Polegate, Rye, Uckfield, Crowborough |
| | Improve bus links from Hailsham to Polegate rail station to support housing and employment development |
| Community Rail Partnerships | Continue to work with Sussex CRP and existing line groups to promote rail usage on these lines (Uckfield, Seaford - Brighton, Marshlink) |
| | Investigate other opportunities for further line groups in the county. |